



MOTOR CAR GOSSIP

LOZIER AND PACKARDS FOR 1913 TO ARRIVE HERE SOON

The steamer "Mongolia" brought for the von Hamm-Young Co. the first of the splendid 1913 Lozier Model 72 "Riveride" touring cars, which had been ordered by Mr. George R. Carter. The Lozier company in speaking of this new model have the following to say:

"The announcement of the startling features and improvements on the 1913 Type 72 Lozier has created a sensation in automobile circles and has caused a rattling of old dry bones in the ranks of some of the competitors of the Lozier. You may have received circulars from the builders of some of these cars telling you that they are going ahead with 1912 models and advising you not to pay any attention to any 1913 announcements made at this season of the year. The fact that they feel it necessary to take these measures shows just how greatly they are concerned over the startling innovations which have been made in the new Lozier car.

"We knew that when we told the motoring public of our change to left-hand drive, center control, automatic level oiling system, triple ignition and an 86 h. p. motor that it would be difficult to sell other cars in competition with the Lozier. When our announcement was made, practically every 1912 Lozier had been built, sold and delivered. Our competitors do not appear to have been so fortunate, however, and they are still selling the old type car and trying to tell the public that this new Lozier is not a 1913 model.

"We wish to go on record as saying that no car in the world has so clearly led all others in advance features of design and construction as this 1913 Type 72 Lozier car and it embodies features which will not become standard in other cars from one to three years to come. Left-hand drive—mark the prediction—will become standard on all motor cars within two years. Just how long it will be before other makers adopt an oiling system that insures perfect lubrication and an absolutely smokeless exhaust at all speeds, only time will tell, but that it must eventually be a part of every high grade car is beyond question. The double magnet will of course be regular equipment on all high class cars in time as it gives increased power with no increase in operating expense.

"These and other features such as an all steel multiple-disc clutch, platform spring suspension, pressure feed gasoline tank of large capacity and all ball-bearing cars—features which have made Lozier cars famous in the past—all combine to produce a motor car which is a real 1913 car. There is no occasion to wait for others to make 1913 announcements for no other car of the next twelve months will embody all of the features which have placed this Lozier car in a class far ahead of all others and certainly the wise buyer should hesitate before purchasing a 1912 model which within a few months is to be superseded by a later model with such improvements, as the

builder is preparing to make and market.

Word has just been received by the von Hamm-Young Co. that the first three of the splendid Packard six cylinder 1913 touring cars, the announcement of which was made a week ago, left the factory the latter part of June. These cars have all been sold to arrive, and will no doubt create a sensation when they reach Honolulu, which will be the end of July.

The 1913 Packard 6 cylinder car retains the wonderful efficient motor which has made the 1912 Packard the most talked of car in America, and also made it the "Dominant Six." The Packard car has the fastest getaway, 60 miles an hour in 30 seconds from a standing start; the smoothest running motor and easiest riding car even at speeds from 60 to 70 miles an hour; easiest to drive, with a wheel base of 139 inches, it will turn around in a street 46 feet wide; is the safest for fast driving, positive steering and positive brakes. It is also the best hill climber at all speeds and regardless of road condition. The Packard car is recognized as the best cash asset—Packard cars have the highest second-hand value of any cars on the market today.

With all of these advantages the Packard "48" Six cylinder car, selling at \$4850.00 f. o. b. factory, can be obtained at a lower price than any other car which might be called it competitor.

Packard cars are all sold on a definite schedule. Any purchaser can ascertain as soon as he places his order just when delivery will be made.

Photo-Engraving of highest grade can be secured from the Star-Bulletin Photo-Engraving Plant.

Star-Bulletin Ads. are Best Business Getters.

"GREATER HUP" MAKES A HIT

Among other cars received by the von Hamm-Young Co. during this week was one of the "Greater Hupmobiles" which right from the start attained great favor with all automobile enthusiasts. This is one of the cleverest little cars which has been put on the market; it has wonderful hill climbing power and endurance, coupled with great economy of upkeep. The body is hung low, and is built on beautiful straight lines, giving the car a very good appearance.

In a recent sociability run made from Detroit to Indianapolis, Dayton, Toledo and return by the Wolverine Automobile Club, the little Hupmobile made a fine showing. The little car made a very successful performance, making the run without an adjustment, save one due to an unavoidable accident.

This car, driven by Herbert A. Watrous, the Detroit representative of the Warner Instrument Co., consistently kept the fast pace made by its higher powered touring companions, not only reaching every control on schedule but was foremost among the first four or five to finish.

On the run from Dayton to Toledo over the National pike, a perfect road nearly all the way, the Hupmobile averaged forty-five miles an hour.

On the road from Fort Wayne to Indianapolis, just this side of Anderson an unfortunate accident happened to the Hupmobile which would have put it out of the running had it not been for the pluck and spirit of the driver. A heavy touring roadster, coming up from behind, skidded on a turn and crashed into the rear of the little Hupmobile, throwing it twelve feet up on an embankment and smashing the rear wheel clean off its hub.

After examining the car and finding that it was otherwise in good running condition, Watrous hunted up a neighboring garage, dug up an old 30-inch wheel attached it to his Hupmobile and pulled into Anderson only an hour and a half behind his companions.

Luckily, the party has stopped there for lunch, so he was able to leave Anderson with the others, arriving in Indianapolis in the van of the procession.

Watrous uses his Hupmobile to cover his sales territory around Detroit and Toledo. The car is painted in a priming coat of gray, and stripped of every unnecessary accessory, except an elaborate De Luxe Warner Speedometer. With the factory number perched conspicuously in the rear of the car, it is well known to nearly everyone in that vicinity.

Cars delivered during the week, in addition to the Lozier, include a Buick Runabout to Mr. F. E. Pay, a 5-passenger touring car to Mr. M. M. Shiwa, and a runabout to Mr. H. E. Slaughter.

NEW POLICE AUTO EXPECTED HERE THIS MONTH

The von Hamm-Young Co. has received word that the fine police patrol which has been ordered by the Honolulu Board of Supervisors will reach here before the end of July. This new equipment will increase the efficiency of the police department wonderfully, and will be especially of great service in connection with the ambulance work, as it will be fitted up with a stretcher and all the latest emergency appliances.

It has been proven by experience that automobile police patrols are not only much more efficient than the horse drawn vehicles, but that they are also much more economical. This has been proved in Eastern cities, as the following letter just received by the von Hamm-Young Co. will show:

With the addition of two more Packard patrols to its equipment, the Detroit police department rounds a public safety squadron that ranks among the best in America.

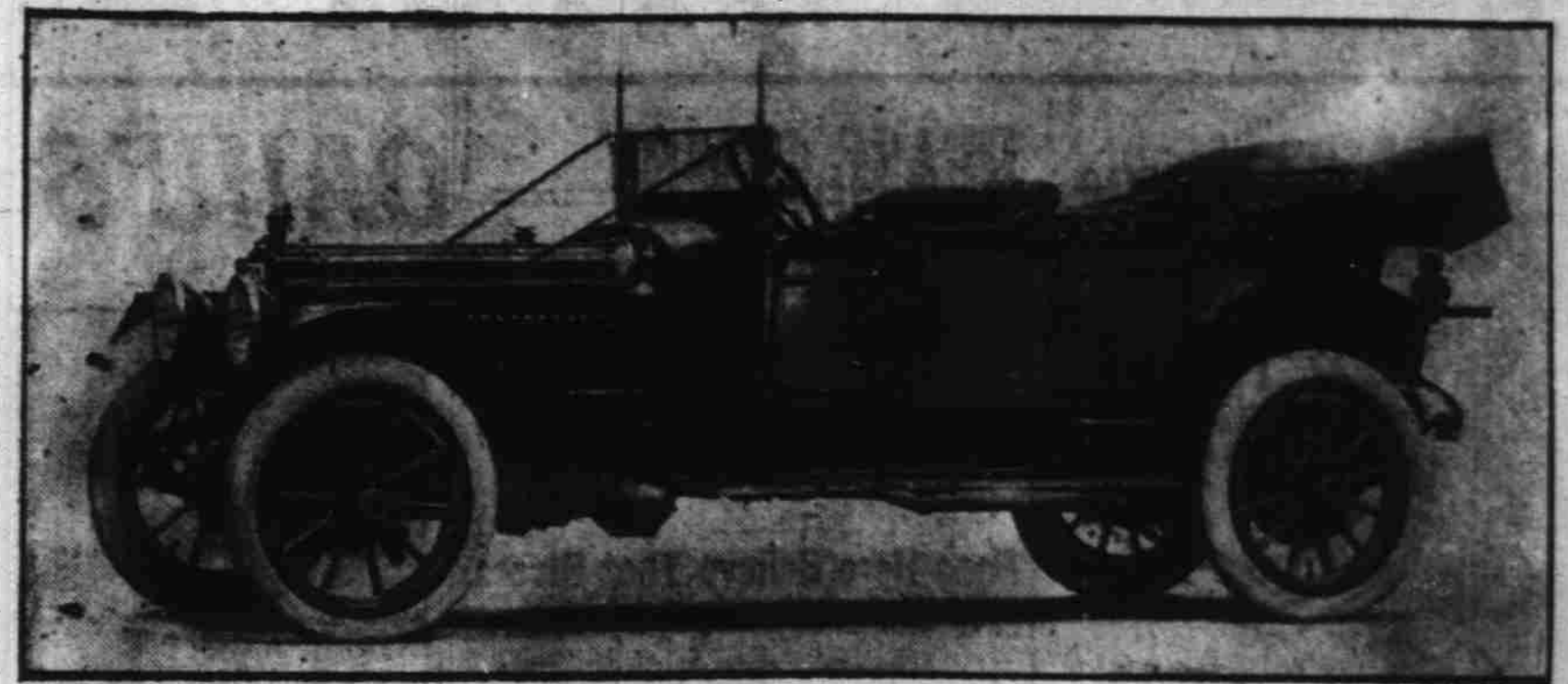
The rear wheels are being equipped with seven-inch pneumatic tires, marking another step in the evolution of a motor vehicle adapted to the slapping continuous service of the police. The change from five and one-half to seven-inch tires was engineered by Commissioner Frank H. Croul who has led the country in the modernizing of the police patrol system. The first set of seven-inch tires is in good condition after 5000 miles. When the two new cars are delivered, there will be eleven Packards safeguarding the welfare of Detroit citizens, two in the fire department and nine in the police service.

"If I had to take those cars at the end of the first year and throw them into the river, we would still be saving money for the department," said Commissioner Croul. "As they are good for five years at least, the investment is distinctly worth while from a financial viewpoint. In the matter of efficiency, there is absolutely no comparison.

"One motor car with two men will cover as much territory as three horse-drawn wagons with six men and give vastly better service. We have worked out a dove-tail dispatching system by which the cars may be shifted rapidly as the need of the hour demands. The largest factor of saving is the reduction in the number of men. I shouldn't care to handle this department any longer if I had to give up the motor patrols. Every horse has been eliminated.

"Nearly all of the emergency ambulance calls in Detroit are handled

Packard MOTOR CARS



1913

In the Packard "48" for 1913, the dominance of the Packard Six is strengthened by logical improvements based on fourteen years of engineering success.

Horsepower by the standard A.L.A.M. rating, based on a piston speed of 1000 feet per minute . . . 48
Actual brake horsepower at the same piston speed 62
Maximum brake horsepower, obtained at a piston speed of 1576 feet per minute . . . 82

Fastest getaway—60 miles an hour in 30 seconds from a standing start.

Smoothest running motor and easiest riding car even at speeds from 60 to 70 miles an hour.

Easiest to drive—With a wheel base of 139 inches, will turn around in a street 46 feet wide.

Safest for fast driving—Positive steering; positive brakes.

Best hill-climber at all speeds and regardless of road conditions.

Best cash asset—Packard cars have the highest second-hand value.

The Packard "48" Line

Touring Car, seven passengers	\$4,850
Prætor, five passengers	4,750
Runabout, two passengers and rumble	4,650
Limousine, seven passengers	5,850
Landaulet, seven passengers	5,950
Imperial Limousine, seven passengers	6,050
Brougham, five passengers	5,900
Coupe, three passengers	5,100

Standard equipment of open cars includes top and windshield.

Packard "30," \$4,300 Packard "18," \$3,300

Shipments have begun, but, inasmuch as options already have been closed for several hundred of these cars and each Packard dealer has only a definite allotment to sell, an early order is necessary to secure a desirable date of delivery.

Packard dealers throughout the country cooperate with the Packard Motor Car Company in providing the most willing, the most expert and the most comprehensive service in the world.

Demonstrations on any kind of road by any Packard dealer. The Packard "48" is fully described in the Packard Year Book, which may be obtained by request.

Packard Motor Car Company, Detroit, Michigan

OWNS

The von Hamm-Young Co., Ltd., Agents

WOODLAWN

Is The Best Part of Manoa Valley

MANOA VALLEY

Is The Best Part of Honolulu

Be Sure You Visit

Woodlawn Today

The Choice in WOODLAWN Lots Are Rapidly Being Sold

One Acre Lots for \$750 for Choice

About One and Three-quarters Cents per Square Foot.
\$250 Cash. \$250 in One Year. \$250 in Two Years

TORREN'S TITLE DEEDS

Chas. S. Desky

by the motor patrols. The crews go through a course of instruction under the direction of the police surgeon. The number of sick and injured carried in a year is approximately 3000 persons.

The department has compiled maintenance figures on seven Packard patrols in service from May 1, 1911 to May 1, 1912. The items are: tires and tire repairs, \$3760.74; miscellaneous repairs and painting, \$968.20; gasoline, \$1487.58; lubricants, \$265.21. The total for the seven cars is \$6481.73.

The number of calls responded to in the year was 32,939 and the mileage 81,599.

REASONS WHY.

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4. According to the statement of the timekeeper, the two fighters fell just nine seconds before the end of the round; thus, according to prize-ring rules, neither could possibly be counted out, or the battle decided, unless one of the men refused to respond to the going for the next round.

5. Rivers was the aggressor throughout the mill, and outclassed the champion all the way, outboxing and showing his cleverness at in-fighting throughout the twelve rounds.

6. Rivers' seconds set up the claim of "foul" when their principal was seen to fall, and according to the cable reports, no mention is made of Welch investigating the charge, although Rivers was struck in the groin and the blow plainly seen by ringside spectators.

Champion Favored.

In championship affairs, a champion is naturally given the edge on decisions, but in view of the unsatisfactory ending of the only real championship battle of the year, and the fact that Rivers won all the way until the battle was ended by Referee Welch's "queer" decision, it would seem as though even a challenger should be given the benefit of a thorough investigation of a charge of fouling. McCarey's action, too, lends color to the belief that there is a "nigger in the woodpile," and that further investigation, which McCarey can be counted upon to see through, will result in Rivers being given, at least technically, the title of lightweight champion.

Without wishing to be too hasty in judgment, to a man up a tree it looks as though Wolgast showed plainly that he was not a member of the "come-back" class, and that Welch, because of his friendship for Wolgast and his manager, seized the first and probably the only opportunity the Cadillac bat-

ter had to win, to make certain that the title did not change hands. These are strong statements to make, and, of course, further reports may show that they are not as strongly justified as they now seem, but from all present reports the fight was Rivers', and even though he was knocked out, his opponent was in a similar condition, and the ten seconds which must be counted before a man is officially "dead" in ring parlance, could not have been rightfully counted when but nine seconds of the round remained.

Should Fight Again.

Wolgast has surely lost much of his prestige because of Thursday's occurrence, and if the men are rematched, as seems certain, in view of the result of their battle, someone more competent than Welch showed himself to be, will be chosen to judge the battle.

It is a deplorable fact that such a fight as this one was throughout the twelve rounds should have had such an unsatisfactory result, and, laying aside all prejudice that supporters of Rivers may have in regard to the outcome, it appears as though the Mexican "wildcat" was surely, if not robbed, at least deprived of a real chance to style himself "the only man who ever defeated Ad Wolgast, and present lightweight champion," with all honors and moneys that appertain to the title.

The Palm Cafe

Hotel Street, opposite Empire Theater

Gunther's

Chicago Candies

Chocolates and Candies of Our Own Make. Ice Cream and Cakes.

Telephone 2011